



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

1114 Yuba Street, Suite 218
Marysville, CA 95901
(530) 749-7841 Fax (530) 749-6990

THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

Project Status Report dated November 2, 2007

(Submitted to The Reclamation Board for the November 16, 2007, meeting)

A progress report of the various phases of the Three Rivers Levee Improvement Authority (TRLIA) project is provided in the followings sections of this document. Updates are indicated with italics and underline.

1. Levee Design and Construction Work:

a. **Phase 2 Levee Repair - Bear River Station 131 and easterly, Western Pacific Interceptor Canal and Yuba River from just east of Highway 70 to the Union Pacific Railroad:**

- 1) The State Reclamation Board staff is still processing the encroachment permit application for the Caltrans detention basin as approved at the February Reclamation Board meeting. There is no change to this item since the last TRLIA report.
- 2) TRLIA has committed to the Corps of Engineers to conduct a field investigation and properly abandon, if required, the CMP located under the WPIC levee near Sta. 264+60. This work is planed to be completed jointly by TRLIA and RD 784 as normal maintenance no later than November 1, 2007. Environmental clearances have been obtained to do this work. Negotiations with the landside landowner for right-of-entry along the toe of the levee were not successful. TRLIA will not be able to meet it's commitment to the Corps to attempt to locate this culvert by November 1 of this year. TRLIA will take any necessary actions in 2008 to obtain the needed right of entry so that it can meet its commitment next year. There is no change to this item since the last TRLIA report.
- 3) This same landside landowner (see 1a2) has constructed a fence across the WPIC levee that was not in place at the time TRLIA initiated the projects. This fence has not been permitted by the Reclamation Board. A member of the Reclamation Board has volunteered to help TRLIA resolve differences with this landowner. There is no change to this item since the last TRLIA report.

b. Phase 4 – Yuba River Levee between the Union Pacific Railroad and the Goldfields:

- 1) Design on the erosion problem that exists just downstream of the Goldfields has been placed on hold until agreement on the water surface profiles along this reach of the levee can be reached with the Corps of Engineers. Erosion occurred in this area during the 1997 event.

c. Phase 4 – Feather River Levee between Bear and Yuba Rivers:

1) Segment 1 & 3:

- a) Construction bids for TRLIA Segments 1 and 3 have been opened. Bids were below the Engineer's Estimate. The encroachment permit for this work was approved at the June 8 special Reclamation Board meeting. TRLIA issued an initial Notice to Proceed for \$2.6 million (combination of Landowner and TRLIA funding) of Segment 3 construction. Late notification of potential additional funding from Propositions 1E and 84 will not allow additional construction during this construction season. The remainder of Segment 3 and Segment 1 will be constructed in 2008. As reported during the October Reclamation Board TRLIA monthly update, on October 4 it became apparent that portions of the trench wall had collapsed into the slurry wall trench that was under construction. Excavation was terminated and placement of the slurry wall initiated. Because of concerns of how well the trench may have filled, TRLIA has constructed a reinforcement berm in this reach while a final repair for this area is determined during the winter. This incident and the proposed temporary repair were coordinated with Reclamation Board staff and the existing encroachment permit (No. 18170 BD) was modified to encompass this change. Construction of the Segment 3 portion that received the notice to proceed, including the reinforcement berm, was completed. There are a few winterization actions that are still occurring on the Segment 3 work.

2) Segment 2:

- a) Design and land acquisition for the setback levee continues. On 27 July 2007 TRLIA issued 60% design drawing and specifications to DWR, Corp of Engineers, and Reclamation Board Staff for review and comment. On 10 August 2007 TRLIA conducted an onboard technical review of the plans and specification at which DWR, Corp of Engineers, and Reclamation Board staffs were in attendance. Topics such as levee alignment and geotechnical information were discussed and evaluated. TRLIA has received comments from DWR and the Corps of Engineers. TRLIA distributed responses to all comments on October 15, 2007. Meetings are being organized for mid-November and mid-December to continue comment resolution. TRLIA is working with DWR and the Corps of Engineers to accelerate their comments and acceptance or denial of the TRLIA proposed levee alignment adjustment for the Rice family.
- b) TRLIA advertised the construction contract for Segment 2 on August 15, 2007. TRLIA opened bids for this contract on October 12. The apparent responsible low bidder was Teichert Construction. Award of Schedule A

(Contractor involvement in design finalization) was approved by the TRLIA Board on October 30. TRLIA plans to award Schedules B thru E once funding is available from Prop 1E, necessary authorizations are received, and weather indicates that construction can begin. The delay in State Prop 1E/84 funding has impacted the schedule for land acquisition for segment 2 and the overall schedule. Even with these delays, if Corps of Engineers Section 408 approval is provided in a timely fashion and if the winter is a dry one, TRLIA is confident that it can complete construction of the setback levee in 2008.

- c) Corps HQ has directed that Section 408 approval be obtained before any Section 404 permits are issued for the setback levee construction. The Board approved letting the General Manager send the Corps a Section 408 request once the Corps determined that adequate information is available to make the request. TRLIA has submitted a Summary Report in support of the Section 408 request and a Draft EA for the setback levee to the Corps and Reclamation Board for their early review. Timely approval by the Corps is needed to maintain our construction schedule.
- d) TRLIA has submitted an encroachment permit application for a setback levee to the State Reclamation Board staff for review. TRLIA hopes to receive permit approval, contingent on 408 approval, by the Board in December.

2. Levee utility crossings to meet current Corps and State of California Criteria:

TRLIA continues to work on updating utility crossings as a condition of certification from the Corp of Engineers. The following actions continue to be taken:

- a) Additional information is being gathered from the utilities on pipe condition and strength. Letters were sent to PG&E and Kinder Morgan asking them to assess the pipe material condition and strength and the remaining service life. Kinder Morgan has provided the requested information. PG&E indicated that they will be sending information soon.
- b) Missing crossing markers at the utilities are being investigated and will be replaced as needed. A field trip on August 1 identified which utilities were missing utility markers. Letters have been sent to Sprint and to AT&T asking them to field mark their utilities. No markers have been provided. Qwest crossing markers were found in the field but no record of this crossing is in the levee log. Qwest has supplied information on this utility crossing that is located in the UPRR right of way. This crossing is below the 100 year and 1957 design water surface elevation. It is unknown if Qwest obtained an encroachment permit for this crossing.
- c) The inverts of the utilities have been compared to the 200-year flood elevation. Very few of the utilities are below the 200-year flood elevation and are not considered a hazard
- d) Review of the as-built construction plans for the confluence of the Bear and WPIC levees have determined that only the one Sprint crossing attached to the UPRR appears to be in this location. This review precludes the need to pothole the levee at this location to search of other possible utility crossings.

3. Funding Update:

- a) *As of the submission date of the update the State has not provided a response to the TRLIA Financial plan that was submitted on October 3, 2007. TRLIA will provide an update to the Reclamation Board during the monthly update.*

In response to DWR's EIP notification to provide TRLIA \$138.51 Million of State Prop 1E/84 funding for the Feather River project, Three Rivers has presented a financial plan demonstrating local share (\$53.3 Million) to DWR. Local share consists of \$30 Million in future capital calls from Participating Landowners, and \$23.3 Million from the County of Yuba. TRLIA anticipates that DWR will be ready to provide Prop 1E/84 funds for proceeding with work along the Feather River levee in December. This delay in funding is a significant challenge to our schedule and causing us to have to re-evaluate our schedule. We continue making strides in obtaining rights of entry which allow us to move ahead with some land access without significant current budget expenditures. Once we receive confirmation of our Proposition 1E award, we will be in a better position to brief you on the schedule implications from the delay in State funding.

4. Building Permits Issued in Plumas Lake Specific Plan Area and North Arboga Study Area in 2007:

Building permit information was not available at the time the status report was due. This information will be provided as a handout at the November 16 meeting.